

AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

1. (currently amended) A wing for an airborne mobile platform, comprising:
a first region having linear converging leading edge and trailing edge surfaces;
a second region having linear converging leading edge and trailing edge surfaces; and
a transition region in between said first region and said second region, said transition region forming a smooth, gradually curving surface devoid of a planform break for at least one of a leading edge and a trailing edge of said wing.
2. (original) The wing of claim 1, wherein said transition region forms a smooth, gradually curving surface devoid of planform breaks at both of said leading edge and said trailing edge of said wing.
3. (currently amended) The wing of claim 1, wherein said first linear region is adapted to be coupled to a fuselage of said airborne mobile platform.

4. (currently amended) A wing for an aircraft, comprising:
 - a first region having linear converging leading edge and trailing edge surfaces, adapted to be coupled to a fuselage of said aircraft;
 - a second region having linear converging leading edge and trailing edge surfaces forming an outer portion of said wing;
 - a transition region disposed in between said first and second regions, said transition region forming a gradually curving surface at least at one of a leading edge and a trailing edge of said wing that is devoid of a planform break.
5. (original) The wing of claim 4, wherein said transition region forms gradually curving surfaces at both of said leading edge and said trailing edge of said wing, such that both of said leading and trailing edges are devoid of planform breaks.
6. (original) The wing of claim 4, wherein said transition region is adapted to be coupled to a fuselage of said aircraft.

7. (currently amended) An airfoil for an aerospace vehicle, comprising:
a first region having converging leading edge and trailing edge surfaces;
a second region having converging leading edge and trailing edge
surfaces; and

a transition region disposed in between said first and second regions, said transition region forming a smooth, gradually curving surface at least at one of a leading edge and a trailing edge of said airfoil, that is devoid of a planform break.

8. (original) The airfoil of claim 7, wherein said transition region includes smooth, gradually curving surfaces at both of said leading edge and said trailing edge of said airfoil.

9. (original) The airfoil of claim 7, wherein said first region is coupled to a fuselage of said aerospace vehicle.

10. (currently amended) A method of forming an airfoil for an aerospace vehicle, comprising:

forming a first region of said airfoil having linear converging leading edge and trailing edge surfaces, that is adapted to be coupled to a fuselage of said vehicle;

forming a second region of said airfoil having linear converging leading edge and trailing edge surfaces;

forming a transition region in between said first and second regions such that said first region, said second region and said transition region cooperatively form said airfoil[[,]] and such that said transition region forms a gradually curving surface at least at one of a said leading edge and a trailing edge of said transition region of said airfoil that is devoid of a planform break.

11. (original) The method of claim 10, further comprising forming said transition region such that both of said leading and trailing edges of said airfoil, at said transition region, form gradually curving surfaces that are devoid of planform breaks.

12. (currently amended) A method of forming a wing for an aircraft, comprising:

forming a first region of said wing with linear, converging leading edge and trailing edge surfaces;

forming a second region of said wing with linear, converging leading edge and trailing edge surfaces;

forming a transition region in between said first and second regions such that said first region, said second region and said transition region cooperatively form said wing, and such that said transition region forms a gradually curving surface at least at one of a leading edge and a trailing edge of said airfoil that is devoid of a planform break.

13. (currently amended) The method of claim 12, wherein said transition region forms a gradually curving surface at both of said leading and trailing edges of said transition region.

14. The method of claim 13, further comprising securing said skin panel over said airfoil support structure such that said skin panel extends over both said leading and trailing edges of said airfoil support structure and forms a smoothly varying, continuous, aerodynamic surface from said leading edge to said trailing edge.